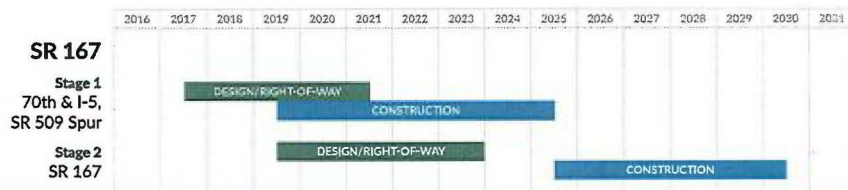


Puget Sound Gateway Program



Schedule

SR 167 was funded over a 16-year timeline. The schedule below illustrates the anticipated project design, right of way, and construction. Based on the funding plan under Connecting Washington, major construction for a first stage would likely occur in 2019-2025, and a second stage in 2025-2030. The first stage of construction on SR 167 will begin at NE 70th and I-5.



Economic Benefits

Washington State is the second most trade-dependent state in the nation. Completing the SR 167 and SR 509 corridors will provide essential connections for goods from around the U.S. being exported through Puget Sound ports. It will also:

- Connect the ports to the manufacturing and industrial centers in Kent, Puyallup and Sumner. These centers are home of the second-largest distribution center complexes on the West Coast and the 5th largest distribution center in the country.
- Generate more than \$4 billion in economic activity and produces \$379 million annually in state and local taxes.
- Support more than 48,000 jobs at the ports.

Creating direct access to our ports through the completion of SR 167 and SR 509 is essential to the health of our regional economy and the nation's global competitiveness.

For More Information

www.wsdot.wa.gov/projects/gateway

Emily Mannetti

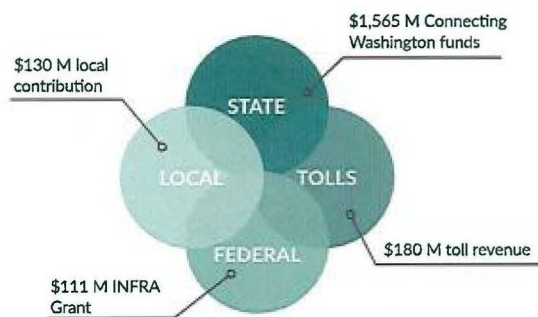
Puget Sound Gateway Program

Communications

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Gateway Funding



Environmental Benefits

- Restore wildlife habitat, including streams, streambanks, wetlands and forests
- Restore aquatic habitat along Hylebos Creek, Surprise Lake Drain and Wapato Creek
- Improve water quality for resident chinook and coho salmon and cutthroat trout
- Connect walking/biking trails, including the Interurban Trail, in the Fife/Milton area

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November 2017

Puget Sound Gateway Program SR 167 Completion Project

Project Benefits

- **Freight Connections.** Completes critical freight links between the Port of Tacoma and the manufacturing and industrial areas in Pierce County.
- **Regional mobility.** Reduces congestion on local roads and highways by providing improved east-west travel.
- **Intelligent transportation.** Improves safety and manages congestion with tolling.
- **Multi modal connections.** Connects walking/biking trails, including the Interurban Trail.
- **Environmental enhancements.** Restores wildlife and aquatic habitat, improves water quality, and provides connectivity to local pedestrian trails.
- **Regional job and economic growth.** Supports regional job growth and economic growth associated with the state's two largest ports.

Project Background

In July 2015, the Washington State Legislature and Governor Inslee acted to fund the Puget Sound Gateway Program through the Connecting Washington Revenue Package. The Puget Sound Gateway Program is composed of two projects: completion of State Route (SR) 167 in Pierce County, and completion of State Route (SR) 509 in King County. These projects provide essential connections to the ports of Tacoma and Seattle and will help ensure people and goods move more reliably through the Puget Sound region.

Delivering the SR 167 and SR 509 projects under one program will allow the Washington State Department of Transportation (WSDOT) to realize efficiencies in planning, environmental review, design, and construction.

Funding

Funding for the total Puget Sound Gateway Program will come from the state gas tax, tolls, local contributions, and potential federal grants. Total funding for the project is \$1.87 billion; \$1.565 billion will come from the Connecting Washington Revenue Package, tolling will be \$180 million, and local contributions will be \$130 million. WSDOT is also seeking a federal grant.



Overview

SR 167 is the primary highway connecting the Kent and Puyallup River valleys to the Seattle/Tacoma/Bellevue metropolitan areas. The original planned route for the highway ran from Renton to Tacoma, but construction halted near Puyallup in the 1980s before the highway could be completed to Tacoma.

The SR 167 Completion project will build the remaining four miles of SR 167 between Meridian and I-5, completing a long-planned connection to I-5. The project also includes a 2-mile connection from I-5 to SR 509.

The SR 167 Completion Project is a critical missing link in the state's highway network. Its completion will benefit the movement of freight, while improving safety and reducing congestion on local roads and highways in the surrounding area.



Puget Sound Gateway Program SR 167 Completion Project



Tolling on SR 167 will be similar to SR 520 floating bridge tolling.

Tolling SR 167

All lanes on the new portion of SR 167 will be tolled using two electronic toll points. There will be no tollbooths. Toll rates will be set by time of day – more during peak periods and less during mid-day, evenings and weekends. Toll rates for the new portion of SR 167 have not been determined. A toll authorization bill must be passed by the Legislature before tolling begins. \$95 million from tolls will be used to construct the SR 167 Completion project. The Washington State Transportation Commission would then oversee the rate-setting process. The rate-setting process will begin closer to when the project is completed.

Riparian Restoration Program (RRP)

The RRP is a watershed strategy for stormwater management that will use an innovative approach to conventional flow control facilities. It will reduce flood levels, improve degraded stream and riparian corridor habitat, and provide benefits to fish and wildlife.

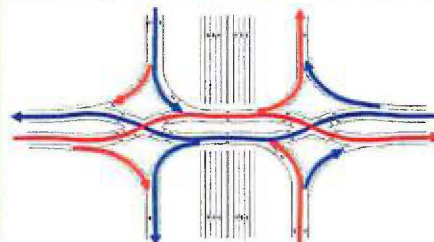


Working with Sound Transit

WSDOT is working closely with Sound Transit as both agencies work to build new major infrastructure projects in the area.

Diverging Diamond Interchange (DDI)

Through this project, WSDOT will implement the state's second Diverging Diamond Interchange. The DDI will function as an on and off ramp to I-5. The unique design will improve traffic safety by decreasing the amount of conflict points throughout the interchange.



Single Point Urban Interchange (SPUI)

A single point urban Interchange, known as a SPUI, is planned to be constructed at the new interchange between SR 167 and SR 161. These interchanges are efficient and only utilize one traffic signal to control all the movements at the interchange.

